

Posn	MEN			Points	Time	Pens	Score	1	2	3	4	5	6	7	8	9	19	11	12	13	14	15	16	17	18	19	20	21	
1	Richard Purkis	M21	NGOC	210	56.07	+39	249	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	
2	Richard Cronin	M21	NGOC	210	60.44	-8	202	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	
3	Rhys Manning	M35	SWOC	210	62.02	-21	189	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	#	
4	Richard Davies	M55	HOC	160	59.44	0	160	#	#	#	#	#	#	#	#	#		#	#		#	#	#	#					
5	Ifor Powell	M50	BOK	160	61.24	-14	146	#	#	#	#	#	#	#	#	#		#	#		#	#	#	#					
6	Paul Hammond	M55	HOC	140	60.12	-2	138	#	#	#			#	#	#	#	#	#					#	#	#	#			
7	Steve Chivenham	M65	HOC	150	61.31	-16	134	#	#	#		#	#	#	#	#	#	#					#	#	#		#		
8	Barry Houghton	M70	HOC	120	59.30	0	120	#	#		#	#	#		#	#				#	#	#			#		#		
9	Brian Laycock	M70	HOC	130	62.11	-22	108	#	#		#	#	#	#	#	#	#	#					#		#				
10	Peter Langmaid	M50	HOC	160	65.16	-53	107	#	#		#	#	#	#	#	#	#	#	#	#	#	#		#					
11	Kieran Rose	M12	HOC	100	53.53	0	100	#	#		#	#	#										#	#	#		#		
12	Alison Sloman	W80	HOC	100	59.40	0	100	#	#		#	#	#				#	#					#	#	#				
13	Robert Vickers	M75	HOC	80	59.15	0	80	#	#		#	#	#				#	#					#	#	#				
	LADIES																												
1	Debbie Lamb	W21	SWOC	140	58.44	0	140	#	#	#	#	#	#	#	#	#		#	#		#	#	#	#					
2	Phil Dolphin	W40	HOC	50	34.59	0	50	#	#		#	#														#			

The number of clean sheets on the considerably more hostile Malvern Hills event the previous Saturday night got me seriously worried about the length of the event - with me anticipating potential 40 minute runs. As it happened, my fears were ill founded as only the two Richards and Rhys got all the controls, with RP managing it with 4 minutes to spare. Nice one!

There was 15cm of snow on the ground during the planning visit, which encouraged me to find an indoors environment for the start & finish in case the weather continued cold and inclement. Fortunately the new landlord at the Three Horseshoes was very welcoming, and I think this worked well - it certainly intrigued the pub locals, who followed the events process with interest.

However, this did mean that the start & finish would be right at one end of the map, which could limit the variety of route choices. Control sequences were therefore placed so that there would be some easily decided "discards" (typically numbers 3, 19, and 20).

I had anticipated that control 6 would be the crux control for decisions - whether to tackle the climb for 7, 8 & 9, or play it safe and head for the contour following 10 & 11 - with 12 as a bonus if time allowed. This also the point at which the faster runners would speed to controls 12 - 14, while others would head back to home via 16, 18, 19 & 21.

I have to admit to being quietly smug by noting that well less than half of you had time to hit control 21, which was placed as a bonus control for those returning with a couple of minutes to spare - Debbie, I reckon you could have gone for it though!

My thanks to Paul & Peter for assisting with control collection - I had a 04.30 start the following morning so a rapid return to home was much appreciated.

Colin Palmer